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BIG 4 ROUTE

July 11-16.

The Big Four is the OFFICIAL ROUTE from Indiana and Illinois.
SPECIAL TRAIN will leave Indianap-

Wednesday July 11, at 11:00 A. M. and run through to Cleveland, reaching there at 7:00 P.

M., making entire trip by daylight.

Rates from Indianapolis, \$8.25 for the round trip. Tickets will be sold for above special and all regular trains of July 9, 10 and 11, good to return until July 31. A further extension to Sept. 15 may be secured by depositing tickets with joint agents at Cleveland. For further particulars call on L. J. Kirkpatrick, Kokomo; Harriet J. Wishard and C. J. Buchanan, Indianapolis; also, Big Four ticket offices, No. 1 East Washington street, 36 Jackson Place and Union Station, Indianapolis.

H. M. BRONSON, A. G. P. A.

The Cincinnati, Hamilton & Dayton R. R., With their CAFE DINING CAR SERVICE, and FIVE Trains each way, daily, is the most delightful route between

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If you want to enjoy comfort and luxury, take this SUPERB ROUTE. Ticket Office, corner Washington and Meridian streets.

#### MONON ROUTE

(Louisville, New Albany & Chicago Ry. Co.)

#### The Vestibuled Pullman Car Line

Ticket Office, corner Washington and Meridian streets, Union Station and Massachusetts avenue.

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T is one thing to make money and another to keep it. Many people can do the one who are unable to do the other. They can get money but they do not have the faculty of handling it and accumulating a fortune. Most fortunes are made by growth, and that means good management. Very often men are so busy making money that they cannot inform themselves of the best methods of investment. The Union Trust Company offers its advice and experience in all matters of investment. It deals in safe securities and can offer a choice line of real estate mortgages which will yield good returns.

The company will also act as agent for persons unable to look after their own affairs. It will take charge of property and collect dividends or rents.

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#### Sunday Journal

By Mail, to Any Address,

Two Dollars per Annum

ACME MILLING CO.'S

Columbia Flour.
BEST IN THE MARKET.

BIG FIRE AT HUDSON

MASSACHUSETTS TOWN SUFFERS TO THE EXTENT OF ABOUT \$1,000,000.

Shoe Factories, Union Depot, Postoffice and Other Structures in Ruins-Loss in Texas.

HUDSON, Mass., July 4.-Shortly before 4 o'clock this afternoon the most disastrous fire this section of the country has ever seen broke out in Chamberlain's shoe factory, Wood's square. When discovered it had gained considerable headway, and with a strong wind blowing the flames soon went beyond the reach of the local firemen and spread with wonderful rapidity, the factory being burned to the ground within half an hour. One cause for the rapid spread of the fire is assigned to the explosion of several barrels of naptha and oil used in the shoe business. Within an hour the flames had spread to the Union Depot, the public telephone office and Higgins's shoe factory. The firemen were perfectly helpless, and assistance was summond from surrounding cities and towns. The postoffice, with its contents, was destroyed, and the loss in this department cannot be fixed. It is known, however, that several registered packages arrived in the morning and were not delivered on account of the holiday. Forty dwelling houses were destroyed, together with their contents. The firemen worked with a will, but their efforts seemed to be in vain, and it was finally found necessary to blow up a number of houses to save the entire town from destruction. The loss is estimated between \$750,000 and \$1,000,000, and it is said to be mostly insured. The Boston

fire department also assisted.

Caused by Fireworks.

NEW HAVEN, Conn., July 4.—A general alarm of fire was rung for a fire in the big city market to-night. The fire was caused by an explosion of fireworks in one of the stores. The market is a large, two-story building, formerly used as a depot, and is three hundred feet long. The explosive nature of the contents of the store made it impossible to check the flames, and in a few minutes another fireworks store on the opposite side of the block took fire and soon both stores were in flames. Over fifty merchants will suffer the complete destruction of their stocks, and the damage is estimated at from \$100,000 to \$125,000. The insurance is only partial

\$200,000 Loss at Honey Grove.

DALLAS, Tex., July 4.—Fire, originating by the explosion of fireworks, nearly destroyed the town of Honey Grove this morning. Loss, about \$200,000.

#### INTERSTATE DRILL.

About 15,000 People Witness the Movements of the Military Companies.

LITTLE ROCK, Ark., July 4. - To-day was the greatest day yet witnessed at Camp Van Etten, the scene of the great interstate drill. It being a holiday, everybody in the city turned out during the day, and 15,000 people are estimated to have witnessed the tournament. The city was in holiday attire, business being practically suspended. A shower at 5 o'clock cooled off the atmosphere and brought thousands of spectators out at night to witness the fireworks, the finest ever seen in this part of the country. In the morning a State company, the Faulkner Light Guards, of Conway, drilled for the maiden prize, and in the afternoon another State company, the Jefferson Guards, drilled for the same prize. The Dallas Light Battery, of Dallas, Tex., put up a magnificent drill for the first artillery prize of \$750. The Branch Guards, of St. Louis, drilled in the interstate class in the afternoon. The drilling of the Memphis companies was the chief feature of the day's contest. The Neely Zouaves put up a drill which set the vast audience wild with enthusiasm. The Governor's Guards, of Memphis, was the last company to drill. They were entered in the maiden class, and stand a good show for the first prize of \$500. The St. Louis company's drill was pronounced a good all-around drill by tacticians. Memphis's crack zouave team, the Neelys, set a hot pace for the zouave companies that are to follow, and though the invincible Busches, of St. Louis, who have never met with defeat, the Chicagos, with nineteen first prizes out of twenty-two contests to her credit, and the Bates, of Kansas City, winner of the Omaha zouave drill, and many others, are yet to drill, it would surprise few should the Memphis company secure first money. The movements were new and original, and the exactness with which the manual was executed and perfection of the field movements brought forth much applause.

Following the drill of the Memphis company came dress parade. Fifteen companies responded to the dress parade bugle and formed a regiment of three battalions consisting of five companies each, one battalion being made up of zouave companies exclusively and the Jefferson Barracks band. The following companies were inspected this morning: The Faulkner Light Infantry, of Conway; the Jefferson Guards, of Pine Bluff, and Governor's Guards, of Memphis, for the maiden class. The Branch Guards, of St. Louis, were also inspected. The inspection was just as rigid as the others, and the Guards were very proficient in the handling of the guns, and stood like a stone wall.

Dr. W. A. Hammond's Animal Extracts
Celebrine, for the brain; Cardine, for the
heart; Testine, Ovarine, etc. Two drachms,
\$2.50. Henry J. Huder, Indianapolis, or
Columbia Chemical Company, Washington.

# STRIKE TAPERING OFF

Belt Road Train Crews Are At Work Switching Freight.

St. Louis Division of Big Four and Monon Had Some Difficulty with Their Passenger Service.

NO ATTEMPTS AT VIOLENCE

Official Bulletin Shows Slightly Over One Hundred Men Out.

An Alleged Coalition of Knights of Labor and the Union Reported—Serving the Federal Injunction.

TRAIN SERVICE AT NIGHT

Late Telegrams Settle the Big Four and Monon Trouble.

St. Louis Train Gets Out-Governor Matthews Receives a Call for Aid from Lake County.

The local railway officials believe the strike is practically at an end, at least so far as Indianapilis is concerned. In their bulletin issued last night they say that enly about one hundred men are now out, although the strikers claim that the number is several times this. About the Union Station yesterday and last night affairs were very quiet. The police and special deputies kept the streets cleared at both ends of the station. This had the effect of keeping curious people away, and the strikers sought to see the men they wanted at other places than about the station. Telegrams received by the railroad officials late last night led them to believe that the end of the strike was at hand, and that within a day or so trains would be pulling in and out with the old-time reg-

The St. Louis division of the Big Four, which has been tied up, will probably be open to-day. Between 11 and 12 o'clock last night Master Mechanic Garstang received a telegram from G. S. McKee, saying that the strike had been declared off at Terre Haute, and they would get trains out at once. A telegram of like import was sent by Wetz, chairman of the Brotherhood of Locomotive Firemen, to William Ball, chairman of the local organization.

The St. Louis mail train, No. 7, due to eave here at 11:45, was about to be tied up in the depot. The fireman had stated that he would not take out anything but the mail cars. When the time for the train to leave arrived the engineer coupled up. but the fireman still refused to go. At 1 o'clock this was the condition, but the fireman changed his mind and concluded to go out. The train started, but did not get out of the depot when it stopped and returned. The fireman said he had changed his mind, as he was doubtful of the authenticity of the telegram received by Master Mechanic Garstang. Two firemen of the Chicago division then indorsed the message and gave it to him, and at 1:10 the train left the depot. At a late hour Superintendent Van Win-

kle, of the same road, received a telegram saying that the firemen and brakemen at Mattoon had held a meeting and at 11 o'clock had decided to declare the strike off. This point has been the seat of war on the St. Louis division, and it was here that most of the trains on this division were held.

Assistant Superintendent Houghton tele-

graphed from Chicago that trains were moving in and out there without any trouble, and that there was not a man along the Illinois Central tracks, over which the Big Four enters Chicago. Telegrams were also received announcing the release of the Chicago & Erie train at Hammond, which had been held there since morning. The telegram announced that the Illinois Central engineers had gone back to work, and that the main portion of the firemen had signified their willingness to return. It was said that the Wabash had two hundred engineers from whom it could take its choice of men.

It was reported that an attempt was being made by the local strikers to induce the firemen on the Chicago division of the Big Four to go out, but in this they were unsuccessful, as the train on that division

pulled out on time last night. During the day a number of the passengers who were held over in this city by the stoppage of the Monon trains, applied at the company's ticket office to have their money refunded or to be given transportation over some other route. They were all told that a train would be taken out during the afternoon and all were transferred to the train that left late in the evening. A special deputy who wanted to go to Monon to serve some papers on strikers there waited about the Union Station till the express matter was removed from the train as it stood upon the side track, and then left the station, taking this as evidence that the train would not go out. Within about a half hour after he left, arrangements were made by which the train was moved and he missed the train. A deputy marshal was sent to Hammond, last night, to serve additional papers upon the strik-

The Monon train due to leave at 12:35 this morning was again held at the station. It came in somewhat over one hour late. George W. Chase, the fireman, positively refused to take out the train with Pullman sleepers attached. The Monon officials telegraphed the grievance committee of the firemen's brotherhood seeking some sort of an arrangement by which the train could be sent out but received no answer up to 2:30 this morning.

#### THE OFFICIAL BULLETIN.

Railroad Managers Exhibit the Conditions on the Various Lines. The Railroad Officers' Association, com-

The Railroad Officers' Association, composed of the highest officers in this city of roads centering here, issued the following bulletin last night of the conditions existing on the various lines:

"The situation at Indianapolis, from noon to 6 p. m., July 4, shows a great improvement on the ten lines, as given below. Four lines have full complement of men, while at noon all lines except the Vandalia and I., D. & W. had from one to forty-three men who had left the service of their employers. Of the sixty men who went out on the Belt, thirty have returned. The treenty-one men who went out on the P., C., C. & St. L. were replaced by other men at noon, July 2.

at noon, July 2.

In the published statement made yesterday by the Superintendents' Association, which appeared in the evening papers, the P. & E. and the L. E. & W. did not include

L. D. & W... L. E. & W... P., C., C. & St. L... Vandalia

no disturbance of any kind.

Big Four-Forty-three Indianapolis men out.

P. & E.-The condition of the P. & E. is as follows: Few freight trainmen and firemen went out. Have moved all trains

Vandalia—No men out at Indianapolis.

All trains at this point handled as usual.

L. D. & W.—All trains running. Men who were persuaded or intimidated to stop work have returned to their posts.

Monon—The engineers and firemen, at a meeting held in Lafayette July 4, agreed to stand by their contract made May 15. 1894, they having no grievances, and handle all trains. Monon passenger trains were delayed in Union Station on account of refusal of an engineer and fireman to handle Pullman cars. This line expects to have no further trouble with its train

L. E. & W.-Moving all trains.

Belt and Union Railway-At the Union Station all trains were promptly moved without any interruption, excepting the two Monon trains with Pullmans attached. Otherwise everything quiet and all switch tenders on Union tracks except two returned to work. On the Belt twenty-two trainmen returned to work; eight other employes were also reinstated. Of the total of sixty employes who quit the service, thirty are now working. These men between 1 and 6 p. m. handled ninety-eight cars of freight between connecting lines and stockyards.

#### BELT STRIKE BROKEN.

Most of the Men Return to Work-Six Engines Running.

Superintendent A. A. Zion said yesterday afternoon that so far as the Union Railway Company was concerned it was ready and able now to handle all freight that came to it. At noon six crews upon the Belt who went out returned to their work. This was due to a proclamation issued by the company and posted conspicuously about the property of the company. In this proclamation it was announced that all men who applied for work by noon would be taken back, but those who failed to make application would be deemed to have left the employ of the company and would not be taken back. When this proclamation was read the

men called a meeting at Cook's Hall, in

West Indianapolis. The meeting was a long one and some heated speeches were made both for and against remaining out. The majority of the men seemed to favor remaining out, but the six crews mentioned desired to return. They reported at the office of the train dispatcher a few minutes before noon and were told to bring up their engines. They were followed by a crowd of those who had refused to return, and every possible effort made to induce the men not to return. While this was going on a street car containing about twenty-five special deputy marshals arrived at the stockyards and marched down the track. As soon as the men saw the special deputies they ceased their efforts to induce the others not to return. They were told that they would be liable to arrest for trespass if they came upon the right of way of the company and immediately went to a street crossing, where they congregated. Yesterday afternoon the crews that returned manned their engines and all the switching that they were called upon to do was done. The night men were ordered to report at 6 o'clock for work. After a consultation with Marshal Hawkins Mr. Zion decided not to send any of them out last night. As it was a holiday it was deemed not advisable to start men at work during the night, when it was probable large crowds of workmen would be at leisure, as there might be som effort made to stop the work by violence on the part of workmen not connected with the company. The force of special deputies remain upon the Belt to protect the men who had returned to work. Depu ties were sent with each engine as it did its switching. Mr. Zion said they were handling all the freight that was brought to them. He said some of the men who returned to work were members of the American Railway Union. The request for the night men on the Belt to report at o'clock yesterday evening was simply for the purpose of ascertaining who of the number were willing to go to work if vork was provided for them.

All of the switchmen on the Union tracks except one returned to work yesterday. This one reported for work, but the company refused to take him back. He was the first man to go out and the company thinks is largely responsible for the others having quit, and consequently would not take him back. Those who were received are Darnell, Fisher, Young, Kleis, Miller and Landis. Mr. Zion says all of the men him they were forced to go out. also spoke in the highest terms of prompt and vigorous action taken by the city authorities to prevent violence and the stoppage of trains by force. He said he was told that in other cities the railroad companies usually had great diffiany action, and only succeeded after the strikers had gone so far that there was nothing left for the city authorities but to grant the request of the companies. He said he believed had it not been for the prompt action of the police on Sunday night that the railroads would have been unable to move a train on that night and expressed his thanks to the Mayor and Board of Public Safety for their prompt

action.

In the Peoria & Eastern yards everything was unusually quiet yesterday afternoon. Two switch engines were busy making up trains and there was no attempt made to interfere with the work.

#### CROWDS AT THE STATION.

Excursionists, Not Strikers-The Monon's Embarrassment.

Barring the bustle and activity among excursionists and out-of-town visitors yesterday at the Union Station was as quiet as a Sabbath. There were uneasy, stirring crowds about the station all day, but it was a typical Fourth of July outpouring. During the afternoon the crowd of visitors to the station swelled to thousands, but the mass of hurrying humanity was of that character that gave the managers no alarm, and the only annoyances occasioned were the hundreds of vexatious questions put to the station employes. Everybody knew something of the strike, and scores of nervous travelers anxiously queried the station master as to the situation, and whether or not people would be able to get back to the city if they left it. George Cloud, the suave young man who calls trains and graciously totes heavy baskets for overburdened lady passengers, estimates that he allayed the fears of at least seven hundred persons yesterday and sent them out rejoicing. The patrolman and the deputy United States marshal, with his fluttering insignia of the government pinned to his coat, paced the sheds all day and saw that bold strikers did not carry off Pullman sleepers. At no time during the day did the strikers invade the confines of

At one time during the morning a half hundred of them, happily ignorant of the restraint laid upon them by Judge Woods's ironelad injunction, strayed too near the east end of the depot. Colonel Zion's men were busy tending switches at this point and Police Sergeant Barlow bethought himself of the unwholesome effect the strikers might have upon the switchmen. He was able to disperse the crowd without trouble. The only real incidents that indicated the presence of a boycott yesterday was the ction of an obstreperous fireman of the Louis division of the Big Four and the failure of the officials of the Monon to attach an engine to one of their trains.

attach an engine to one of their trains.

The Monon people made no further attempt yesterday morning to remove the train which was tied up Tuesday night. The cars with the obnoxious Pullmans attached were stowed away on a remote track where they remained until 4 o'clock yesterday afternoon. At 3:55 o'clock a train from

Chicago arrived on the Monon and the en-gine was attached to the belated passenger. The engineer is yet loyal to the road and made no demur to the order to go at once. At 11:50 in the morning the Monon officials were thwarted in their effort to send out train No. 30. The train carried no sleep-ers, but the coaches were well filled, and when it was learned that the cars were to be tied up an avalanche of indignation was showered upon the defenseless shoulders of conductor Horn. It was not known until 11:40 that the train was to be held. Engineer Edmunson steamed down to the L. E. & W. yards for fuel and water at 11 o'clock, where he found fireman Brooks in an alarming state of rebellion. Brooks avowed that he would not feed the fiery mouth of the monster mogul. Threats and persuasion were alike impotent and the yardmaster stirred himself to find another stoker. He succeeded, but the sight of the new man threw engineer Edmonson into a state of mutiny. He informed the officials that the ethics of his order prevented him from occupying the same engine cab with a man who was not of the guild and he would be compelled to keep his engine in the yards. Efforts to find a fireman who would conform with the engineer's exactions were fruitless and the officials decided to annul the train. Just why fireman Brooks re-fused to go out with his engine the officials of the road claim ignorance. It is reported that the company had discharged engineer Lamphier, and that this act had aroused the fraternal sentiments of Brooks. Among the fraternal sentiments of Brooks. Among those who suffered keenly from the tie-up was Deputy United States Marshal Stewart. The deputy was on hands early yesterday morning with a whole pocketful of restraining orders which he was going to serve upon Debs's insurrectionists at Monon. Judge Fields wired the marshal Tuesday that the strikers at Monon needed a dose of the Attorney-general's prescription for boycotters, and the deputy was en route to administer it. His deputy was en route to administer it. His inability to get out of the city scored a temporary triumph for the strikers, for the

injunction will not reach them until this

The St. Louis train of the Big Four, scheduled to leave the Union Station at 11:50, was delayed an hour yesterday morning. A few minutes before engineer Strickland left the round house with his engine, the fireman announced that he would not make the trip. The engine was brought into the station and Superintendent of Motive Power Garstang boarded the cab with the intention of firing the engine himself. A minute or two before the train left, round house Foreman Bell came up and noting the situation said: "Mr. Garstang, I am better able to fire this engine than you and I will make this trip." The superintendent was relieved of a task that would, was over. Members of the American Railway Union claim that Foreman Bell only accompanied the engine to the Belt and gave way to a nonunion man. Trains on the other lines departed without material deviation from the regular schedule. Train No. 18, of the St. Louis division of the Big Four, arrived at the Union Station at 6:15 o'clock yesterday morning. It should have arrived at 2:50 o'clock Tuesday, but was tied up at Mattoon, Ill., by strikers. The train came in here yesterday bearing a corpse consigned to one of the New York roads. The strikers claimed that they allowed the train to depart from Mattoon at the solicitation of the funeral party, which occupied one of the coaches. The Vandalla, from St. Louis, arrived at 2:55 o'clock in the afternoon, on time. At 3 o'clock the New York limited steamed in on the Panhandle carrying three Pullman sleepers and left a half hour later without interference. The J., M. & I. came in from Chicago over the Panhandle tracks, three hours late. During the day there was but one arrival over the St. Louis division of the Big Four, although many passengers patiently waited in hopes that matters would be bettered by evening. Officials about the station de clared that the situation looked brighter yesterday than at any time since the

### SERVING THE INJUNCTION.

Deputy Marshal Foley Gets in the Strikers' Meeting-Their Offer. United States Marshal Hawkins read Judge Woods's restraining order to fifty members of the American Railway Union yesterday. The United States officials secured execution on the men in a manner rather unusual, but entirely satisfactory to both the authorities and strikers. It is now believed about the federal building that the injunction issued by Judge Woods is to have a salutary effect upon the men, and that it will speedily bring the difficulty to a close. On the other hand some of the strikers say that they can fight the railroads without placing themselves within the scope of the federal law. They claim that they have not at any time contemplated acts of violence. Marshal Hawkins was yesterday instructed to have hundreds of copies of the restraining order printed and posted in conspicuous places about the city and State. Yesterday being a legal holiday he was unable to get the work done and deputy Foley started out yesterday morning to serve the original copy of the injunction upon the leaders of the strike.

Chairman C. C. Clark, of the strikers' executive board, was the first man to fall a victim to the order. Deputy Foley went down to the strikers' headquarters on South Illinois street about 11 o'clock armed only with the authority of an officer of the United States government. As the deputy went up the narrow stairway he noted that a meeting was in progress and also that he was "spotted." He was looking for President Clark, of the executive board, but to his inquiry as to the whereabouts of Mr. Clark one of the men, speaking through a crack of the door, replied that he did not know. The deputy, realizing the difficulty of accomplishing the task alloted to him, lavished his choicest blandishments upon the spokesman of the mee ing and finally ascertained that the president was within. By the execution of a rare feat of diplomacy he secured admittance to the hall and prepared to read the order to President Clark, The strikers, when the full nature of Foley's errand burst upon them, took little pains to conceal their disgust, and one of the men declared that such an act on the part of the government's representative was in the nature of obtaining information under false pretenses. However, Mr. Foley began the reading, his auditors giving profound at-tention to the proclamation of the United States government. At its conclusion Chairman Clark announced his approval, and informed the deputy that the members of the American Railway Union would assist him in serving the injunction. The names of forty-three strikers were secured in the hall, all of whom were properly enjoined from further interference with the railroads.

At 3 o'clock in the afternoon, fifty strikers, headed by Chairman Clark, walked into the office of the United States marshal and demanded that the mandate of the court be read to them. Their chairman acted as spokesman and made a speech to the government officials. He said that his men had come because they desired to convince the United States authorities that they had no desire to evade the process of the law. They did not intend to violate the law and were not afraid to have the papers served upon them. Mr. Clark assured the marshal that he and his followers were anxious to assist the authorities in putting down all lawlessness and ended his remarks by offering fifty men who would be proud to serve the government in the capacity of deputies. Marshal Hawkins was grateful for the

Marshal Hawkins was grateful for the offer, but declined to accept it. He said: "I am much pleased to see the disposition manifested by you gentlemen and I feel that I can say that the citizens of Indianapolis will be grateful for the manner in which you have acted. I can assure you that in the administration of the duties placed in my hands, there will be nothing in this office that will discriminate between the men and the railway companies. I thank you kindly for the manly attitude in which you have placed yourselves to-day."

day."

The men patiently heard the restraining order read and many of them inquired closely as to the limitations of the restrictions placed upon them. They left the office thanking the marshal for his treatment. Following are the names of some of the strikers named in the injunction and upon whom the order was served yesterday: C. C. Clark, W. Carroll, R. A. Rabuck, W. P. Shackle, James Morlarity, H. B. Shaler, L. M. Miller, W. C. Midaugh, L. N. Hawkins, William Ostermeyer, William Mack, Peter Hughes.

The men were cited to appear before the court on the first Monday in August.

#### BIG FOUR TIE-UP. Passenger Trains on the St. Louis Di-

vision Held Up.

On the St. Louis division of the Big Fou

On the St. Louis division of the Big Four the tie-up was complete yesterday between this city and St. Louis. The trouble was due to the firemen. No. 10, which is due to arrive here at 3:40 a. m., reached Mattoon, and there it stayed. No. 18, which is the (Continued on Second Page.)

# THE SOLDIERS FLED

Turned Their Backs to a Mob of Strikers at Sacramento.

They Refused to Clear the Yards of Rioters Without Being Given a Written Order to Fire if Necessary.

SITUATION QUITE CRITICAL

Armed Strikers Speeding Toward the Scene of Trouble.

Southern Pacific Again Tied Up at Oakland and Deputy Sheriffs Defied by Those Who Quit Work.

MORE INJUNCTIONS ISSUED

Debsites Restrained by the Federal Court at Cincinnati.

Situation at St. Louis, in Colorado and at Other Points—State Militia Ordered to Sioux City, Ia.

SACRAMENTO, Cal., July 4.-Throughout the day the most intense excitement prevailed here. The celebration of the national holiday was completely overshadowed by the stirring events arising from the desperate struggle between the Southern Pacific and the A. R. U., At 10 o'clock this morning two regiments of State militia from San Francisco and two companies from Stockton marched into this city. They had abandoned their train two miles out of the city, and the troops marched direct to the armory, around which the local militia companies had established a strong guard. Soon after the troops had breakfasted the city became wildly excited over a report that several men had been shot. Many of the strikers were wild with rage. It transpired, however, that the shooting was accidental. A bungling militiaman from San Francisco dropped his rifle, which was discharged. The bullet passed through the leg of one of the militiamen's comrades and struck a city fireman named Wing in the abdomen, fatally wounding him. Only a few minutes afterward when all the troops had been drawn up and were executing an order to "load," another youth accidentally discharged his gun and tore a sleeve from the uniform of a comrade.

At 1 o'clock the troops moved toward the depot, where a large force of police, deputy sheriffs and deputies under United States Marshal Baldwin were already on guard. The strikers and sympathizers, to the number of seven thousand, had preceded the troops. The appearance of a military surgeon with his instruments and a bundle of bandages had not helped to improve the temper of the strikers. When the soldiers arrived they were greeted with derisive yells and harsh comments, One body of troops passed into the railread yards and took up its position along the main line. The rest of the soldiers were massed outside the depot. It became known that General Superintendent Fillmore had announced his intention to start trains under military protection. The strikers at once became demonstrative. Chairman Frank Nox, the leader, saw the gravity of the situation and addressed the men, urging them not to molest the militia. Notwithstanding his conciliatory talk, the strikers loudly declared no Pullmans should be moved.

Finally three companies of militia were ordered to drive the strikers from the depot. The scene was at once tumultuous and the situation threatening. For a moment the soldiers hesitated, next they wavered, and then came a blunt refusal to move against the excited strikers. A few minutes later all the troops turned their backs upon the turbulent mob at the depot and quietly withdrew to the armory. A deafening shout announced the second victory of the strikers over the railroad company and their first victory over the State militia. Soon after this it became known why the militia had retreated. United States Marshal Baldwin and the railroad officials had insisted that the troops refrain from shooting and that they remove the strikers by physical strength. This plan the officers of the militia absolutely refused to sanction.

When the troops had withdrawn to the armory and the jubilant strikers and their sympathizers were loudly celebrating their victory, a new source of danger became apparent. A body of fifty strikers appeared on the scene armed with rifles and ammunition. It was learned that the Garibaldi Guard had turned the contents of its arsenal over to the strikers. The authorities and railroad people became still further alarmed when advised of the warlike preparations of the strikers at various points north of here on the Oregon branch, At Dunsmuir, shortly after noon, a body of seventy-five strikers, fully armed and equipped for battle, marched to the South Pacific depot, where other American Railway Union men had a car and locomotive in waiting, and soon the armed body of excited men were speeding toward Sacramento. A United States marshal's car was coupled behind the coach in which the strikers were riding. At Red Bluff a demonstration, which also portends trouble, was made by the strikers. The American Railway Union men there received orders early in the day to come to Sacramento. and at once began rustling about the town for arms. Fully one hundred rifles and plenty of ammunition was secured and placed in a caboose at the depot. When the train from Dunsmuir arrived at Red Bluff the rolling arsenal and another band of strikers was then taken aboard. At 3:30 the train stopped at Redding long enough for the strikers to purchase all the available ammunition. Soon they were speeding on again towards Sacramento. It is believed the train will arrive before mid-

The addition of these excited and desperate men from the mountain regions of the north to the riotously inclined strikers already portends grave consequences, and the whole populace is not unreasonably anxious.

anxious.

General Stephens, when ordered to clear the depot of strikers, asked for a written order to fire, but United States Marshal Baldwin refused. It was then the officers declined, and the Stockton companies followed their example. Baldwin then ordered the soldiers to return to the armory. A large number of soldiers from San Francisco have been overcome by the intense heat. Mayor Sternman has issued a proclamation commanding the people to keep away from the scene of the disturbances.

The strikers are masters of the situation